25X1

CLASSIFICATION S-E-C-R-E-T

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. st 1955

SUBJECT 1. Tabulation of Locomotives
2. Tests with New Types of Locomotives

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PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. 25X1 the following locomotives were available in the GDR on 30 April 1955:

	Park of Operational Locomotives		Park of Heavily Damaged Locomotives	Total
	Serviceable	Under Repair		
a. Steam Locomotives				25X1
Standard-gauge	4,062	1,502	911	6,475
Narrow-gauge	164	68	4	236
b. Electric Locomotives			172	194
c. Small Engined Locomotives			45	498 [1]

2. The following standard gauge steam locomotives were available on 15 May 1955:

a. Serviceable locomotives 4,259 units

including: passenger train locomotives 724
freight train locomotives 1,991
tank locomotives 1,544
total: 4,259

[redacted]

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STATE	x	NAVY	#	x	NSRB		DISTRIBUTION				
ARMY	#	x	AIR	#	x	FBI					

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employment of serviceable locomotives

in operation		2,789 units
employed for:		
passenger traffic	859	
freight traffic	1,017	
light freight traffic	15	
shunting operations	632	
tank locomotives	233	
miscellaneous	33	
total	2,789	
Assigned to reserve pool:		1,100 units
of which:		
Reserve of Ministry of Traffic	145	
RBD	147	
Railroad maintenance shops	808	
total	1,100	
Break-down according to type:		
passenger-train locomotives	125	
freight-train locomotives	591	
tank locomotives	384	
total	1,100	
Rented Locomotives:		193 units
Temporarily deactivated locomotives (Pausenlokomotive)		177 units
		4,259 units

b. Damaged Locomotives: 1,306 units

of which:	
under repair at RAW	828
under repair at railroad maintenance shops	239
waiting to be repaired	239
total	1,306

Breakdown according to type:

passenger train locomotives	252
freight train locomotives	582
tank locomotives	472
total	1,306

c. Heavily Damaged Deactivated Locomotives: 910 units

of which:
foreign-owned locomotives 707

4. Grand Total: 6,475 units 2

3. In May 1955, one prototype each of the newly developed locomotives of types 83 and 65 were transferred from VEB Lokomotivbau Karl Marx Babelsberg to the Locomotive Test Plant in Halle.

Tests made with these locomotives had the following result:

a. Test locomotive of type-83 No 1001:

After 12 trips, the control mechanism for the supply of super-heated steam became unusable because of exudation of tin. The suction draught was wrongly calculated. The coefficient for steam consumption per hour and horsepower was 8, whereas a coefficient of 6.5 is normal. The blender and preheater pump leaked. With hard coal, the coal consumption of the locomotive was 30 to 40 percent above the normal consumption of the type-35 locomotive. Related to briquette units, the coal consumption was 30 percent above normal. The super-heat temperature was 380 degrees, the exhaust gas temperature was 420 degrees as against a normal temperature of 360 to 380 degrees. When briquettes were fired, the excess-air coefficient was 1.1 to 1.2; for hard coal firing, this coefficient was 1.40 to 1.45.

Unburned residues in the flue gases amounted to 6 percent, as against 0.5 to 1 percent normal. The front frame springs were out of alignment, presumably because the frame was distorted during welding operations.

Air supply at the ash pit was inadequate. The firing of the locomotive was difficult because the fire place was too low. This defect could not be eliminated because the fire boxes for all the locomotives of the series had already been completed. 3

b. The testing of the locomotive of type-65 revealed similar shortcomings in addition to those mentioned under a. above. The number of fire tubes had to be increased from 144 to 158.

c. When a type-99 narrow-gauge locomotive with a gauge of 1,000 mm was tested on 17 May 1955, the locomotive derailed near Drei Annen-Hohne. The locomotive was withdrawn from traffic and turned in for a thorough check.4

1. [redacted] Comment. As compared with the previous month, the number of standard gauge locomotives increased by one unit and the number of narrow gauge locomotives by two units. [redacted] It is believed that these three locomotives have been newly manufactured. The number of serviceable locomotives increased. 25X1 25X1

There were no noticeable changes in the categories of electric locomotives and [redacted]-engine locomotives.

2. [redacted] Comment. The figure for the total of steam locomotives agrees with the corresponding figure mentioned in paragraph 1. A comparison of the present figures with those reported [redacted] for 12 April 1955, reveals the following: 25X1 25X1

The number of serviceable locomotives increased by	240 units
the number of not serviceable locomotives decreased by	239 units
the number of locomotives kept as a reserve by RBDs increased by	23 units
the reserve of railroad maintenance shops increased by	306 units
the number of rented locomotives increased by	35 units
the number of temporarily deactivated locomotives increased by	73 units

[redacted] 25X1

3. [redacted] Comment. A total of 25 type-83 and 25 type-65 locomotives was scheduled to be manufactured in 1955. Information on defects of the newly manufactured locomotives were reported previously. [redacted] 25X1 25X1

[redacted] 25X1

4. [redacted] Comment. A total of seven type-99 narrow gauge locomotives was scheduled to be manufactured in 1955. [redacted] Drei-Annen-Hohne is on the Wernigerode - Sorge - Nordhausen narrow-gauge railroad line in the Harz Mts. 25X1 25X1

[redacted] 25X1

[redacted] 25X1